

LAND USE PLAN PROCESS

1

EXISTING CONDITIONS

The Margaret Avenue Corridor was inventoried for existing land uses using both aerial photographs and a windshield survey for confirmation.

Plans for the new development along 46 were collected and incorporated.

City Engineering and County Planning staff was interviewed, as well as the developer of the new commercial space along S.R. 46.

2

PLANNING PRINCIPLES

Based on the data collected and the input from interviews in Step 1, principles to guide future land use were developed for six distinctive segments of the corridor. These principles represent future land uses that are guided by market conditions, the proposed transportation framework, other man-made amenities, natural features, and the goals of the community.

3

LAND USE ALTERNATIVES

A series of alternative land use concepts were developed for the eastern end of the corridor (I-70 to Hulman Street and Fruitridge Avenue to S.R. 46). Each alternative was discussed and preferred alternative, combining some of the elements from two of the alternatives was developed based on input from the project's steering committee.

The future land use for the remainder of the corridor was discussed segment by segment and altered according to input from the steering committee.

4

ECONOMIC IMPACT

Based on the preferred alternative, projections for new development and new jobs were developed.

A conceptual layout for retail, office, and warehouse/distribution facilities in the eastern segment was developed to demonstrate a new paradigm for development. This responded to one of the steering committee's goals of not repeating the mistakes made as development occurred along other corridors in the city.

5

CONCEPTUAL LAND USE PLAN

Public Open House Display Includes:

- Conceptual future land use for each of six corridor segments
- Description of the planning principles for each segment
- Character photos to demonstrate desired development and redevelopment results
- Rough estimate of potential jobs created within the eastern most segment
- Conceptual layout of remaining undeveloped land in eastern most segment

MARGARET AVENUE CORRIDOR FUTURE LAND USE

The improvement and partial realignment of Margaret Avenue presents the community with a unique set of opportunities including new well-planned development, revitalization of blighted areas, improved compatibility of land uses and the coordination of nodes of commercial activity. While the road realignment and improvements to the existing right-of-way can occur in a relatively short period of time, the vision for the future land use within the corridor will likely take many years, even decades to be fully realized.

To fully realize the potential of this corridor, the City of Terre Haute may choose to initiate a number of policy and regulatory changes, such as the creation or update of zoning districts to promote specific development types, one or more overlay districts, design guidelines, home ownership programs, etc.

The five-mile corridor bisects a wide variety of existing land uses including industrial, residential, commercial, and agricultural. Many have expressed an opinion that the corridor looks tired, outdated and, in some locations, blighted. Others have expressed concern that the highly visible corridor does not portray the image Terre Haute would like to project.

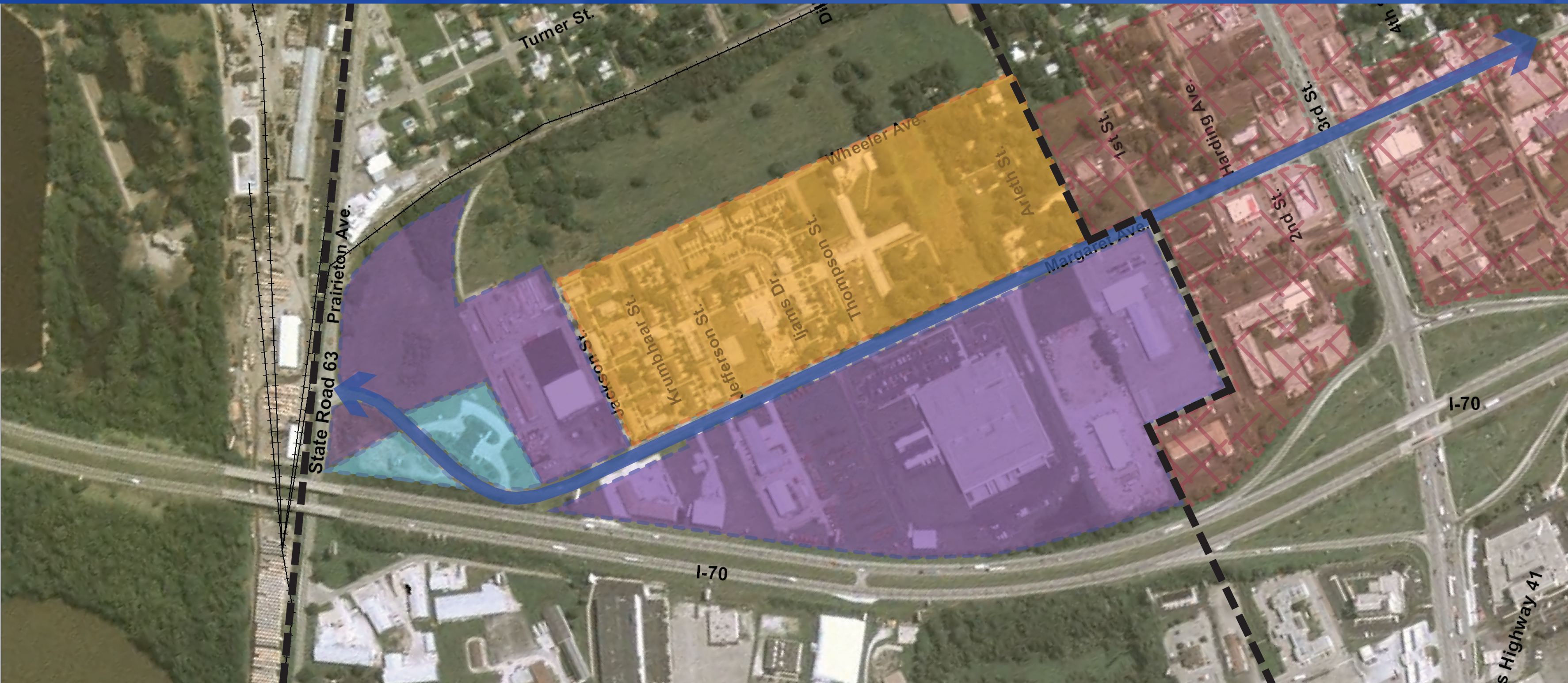
The intent of this plan is to bring some sense of order to the entire corridor by designating certain districts based on the influences of existing land use where appropriate, economic development and community goals, natural and man-made amenities, market conditions, and opportunities unique to each of the districts.



LAND USE DEVELOPMENT PLAN: SR 63 TO HARDING ST.

SR 63 GATEWAY

This segment of the corridor responds to the existing S.R. 63 industrial district by designating the land in the area between Margaret Avenue and I-70 for industrial/distribution facilities. While the area is currently largely developed, the area north of Margaret Avenue is planned for multi-family residential and light industrial. Buffers between the industrial uses and the residential developments are key to providing an environment that maintains a higher quality of life for residents. It is anticipated that retail activity within this segment will be that which serves the immediate residential area and the employees of the industrial tenants. The community focal point of the area is the existing fire station located at the western end of the corridor.



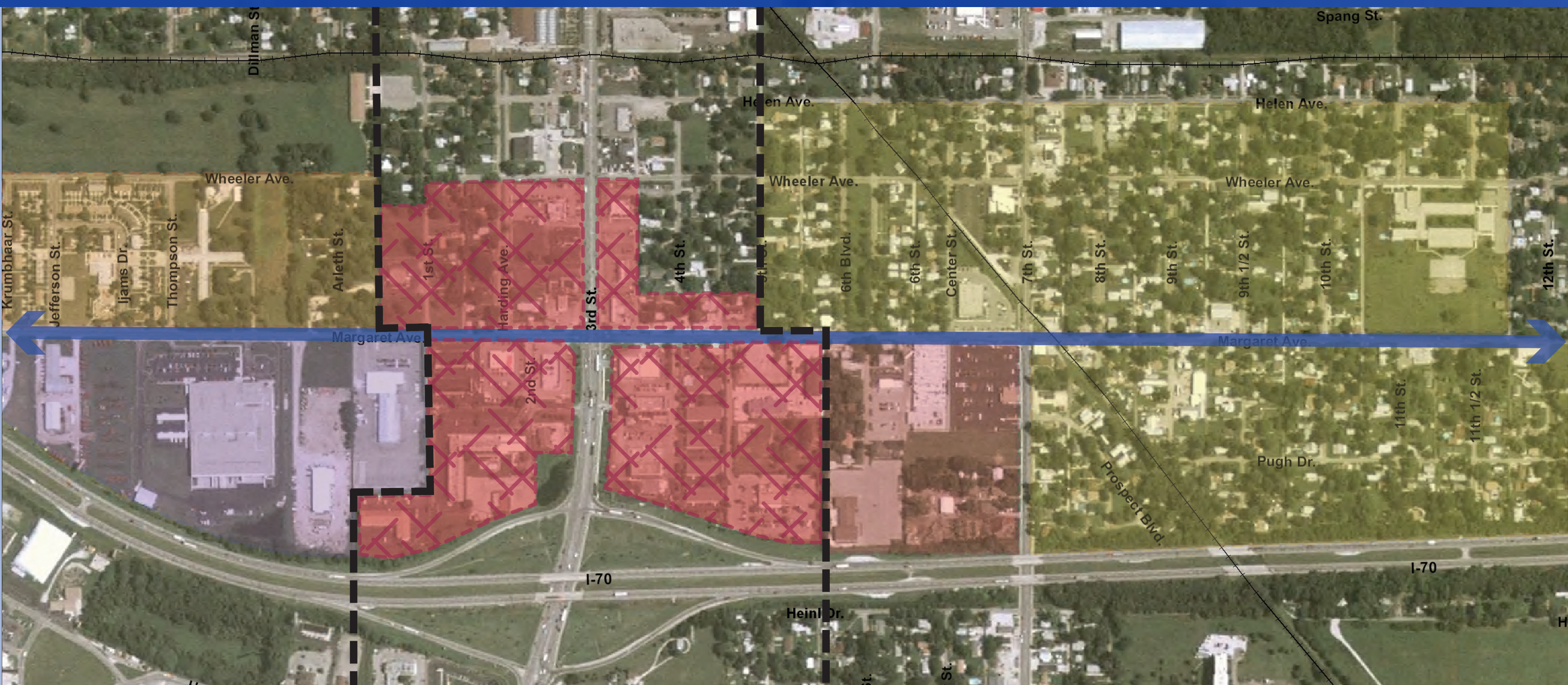
DISTRICT CHARACTER IMAGES



LAND USE DEVELOPMENT PLAN: HARDING ST. TO 5th ST.

US 41 TOURIST SERVICE COMMERCIAL (TSC) GATEWAY

This segment serves as one of the main gateways into the urbanized area of Terre Haute. Many of the commercial businesses already located here serve the interstate traveler with hotels, fuel, food and related services. By focusing future development on this market segment, Terre Haute has the opportunity to redefine the first impression travelers will have of the community. The development of design guidelines and possibly a new zoning or overlay district should be considered to assist with the realization of this vision. Without strict enforcement of such design requirements, the land use near this exit on I-70 will likely take on the appearance of "Anywhere, USA." Improvements to Margaret Avenue and the urban design elements of the new corridor design should reflect the community's character and recognize the significance of this district as a gateway into the city.



DISTRICT CHARACTER IMAGES



LAND USE LEGEND

Legend:		
Churches & Cemeteries	Multi-Family Residential	Public Use & Institutional
Commercial	Single-Family Residential	Health Care
Tourist Service Commercial (TSC)	Custom Design Single-Family Residential	Office Park
Industrial/ Warehouse Distribution	Natural & Open Areas	Vacant
Utility Fields	Parks	

LAND USE
MARGARET AVENUE CORRIDOR STUDY

